

COUNTRY East Germany
SUBJECT Information on the East German Railroads

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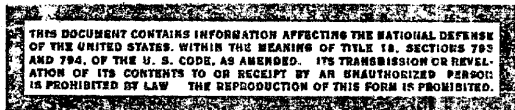
DATE OF
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(LISTED BELOW)

SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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1. Source excerpted the following information from a circular of the Berlin regional railroad headquarters dated 5 November 1953:
 - a. Check point for freight traffic from Berlin to the Soviet Zone and vice versa are to be moved from the outskirts of the city to the city area itself.
 - b. New check points were to be established at the Berlin-Rummelsburg, Berlin-Schoeneweide, Berlin-Pankow, Berlin-Lichtenberg railroad stations, at the Berlin-Ost freight station, and the Seddin marshaling yard.
 - c. Construction work required at these new check points will make necessary the allocation of monetary means and of construction materials.
 - d. The check points can be put into operation four or five weeks after the allocation of construction materials.¹
2. In early November, [REDACTED] there was a critical shortage of switches in East Germany. For this reason, the Directorate General, Railroads, Berlin, ordered a switch shop to be set up. The premises of the Brandenburg railroad repair shop were selected as a suitable location of such a switch shop. A sum of 500 million eastmarks has been earmarked in the 1954 budget for the conversion of the sheds of this installation to a switch shop. Pertinent construction is scheduled to be completed by late 1953. Machinery was being installed in early November. The switch depot in Gotha will be deactivated and its machinery transferred to the switch shop in Brandenburg. Construction work at the installation was controlled by the "Deutsche Reichsbahnaufbauleitung Berlin" (Railroad Construction Headquarters). This railroad agency was headed by one Beyer (fmu). Construction work in Brandenburg was executed by the construction firms of W. Rohrmoser at Plaue on the Havel River, the VEB fuer Kabelbau.
3. Large sections of the Berlin-Wuhlheide marshaling yard were in operation on 4 October 1953. On that day, 16 incoming and 15 outgoing trains were handled at the installation.³
4. On 11 November, [REDACTED] the 1954 railroad budget was cut by 40 percent. The list of railroad construction projects will have to be revised accordingly. No construction projects exceeding an outlay of 500,000 eastmarks will be executed in the Cottbus, Erfurt and Schwerin railroad districts. Monetary allo-

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cations for the Berlin railroad district were cut by 65 million eastmarks. 1954 construction projects cancelled in the Berlin railroad district included:

Construction of a maintenance shop for locomotives of the Berlin elevated train system in Oranienburg;
The installation of automatic section blocking on the Grossbeeren-Wittenberg railroad line;
Construction of the Wildpark-Wichendorf line;
The laying of tracks between Wildpark and Wustermark.⁴
Double-tracking of the Karow-Wuhlheide railroad line;
Construction work at the Frankfurt/Oder border crossing point;
Construction of a siding at Ruednitz;
Improvement of the Seddin marshaling yard;
Construction of a maintenance shop of rolling stock at Rummelsburg;
Monetary allocations were curtailed for the following railroad construction projects in the Berlin district:

Nord-West-Ring by 9 million eastmarks;
Transfer trackage at Kuostrin;
Improvement of the Friedrich Strasse elevated train station;
Installation of automatic section blocking between Grossbeeren and Eichgestell;
Construction of the switch shop in Brandenburg.⁵

In the other railroad districts all construction projects connected with the enlargement of trackage will be suspended. This applies even to the re-electrification of lines in Middle-Germany.⁶ The definite budget for railroad construction projects was scheduled to be drawn up by 12 November 1953.

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5. In early November, [] numerous VEB enterprises had difficulties in obtaining the freight space required for the shipping of their products. The Ministry of Railroads stated in this connection that it was unable to remedy the situation. The Ministry even hinted at the possibility that the situation will deteriorate.

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6. The Ministry of Railroads in issue No 30 of its official bulletin dated 29 October 1953, ordered that all plates indicating the height above sea level were to be removed from railroad stations and be stored at the Bahnmeistereien (track maintenance posts). The order was to be complied with by 15 November 1953.⁷

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1. [] Comment. These check points around Berlin were set up in April 1950. They are to be distinguished from check points for passenger traffic. So far, check points for freight traffic have been in existence at Bernau, Ahrensfelde, Hoppegarten, Erkner, Koenigswusterhausen, Zossen, Grossbeeren, Seddin, Wustermarks, and Basdorf. For photostat of the original circular, see Annex 1.

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2. [] Comment. For photostat of a location plan of the Berlin railroad repair shop, see Annex 2. Information on the shortage of switches was reported previously. [] . It appears that construction work planned for the installation will be curtailed.

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3. [] Comment.

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The installation is scheduled to be completed by 1955.

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- 25X1 4. [] Comment. These data refer to the construction of the West-Ring
25X1 Berlin which was scheduled to close the gap in the Berlin rail circuit.
[]
- 25X1 5. [] Comment. See paragraph 2 of the present report.
- 25X1 6. [] Comment. The re-electrification of the Magdeburg-Halle line was sche-
duled to be executed in 1954 and 1955. []
- 25X1 7. [] Comment.
The sense of the measure is unclear. It may be connected with the intension
to adapt altitude readings in East Germany to the Soviet system.

Enclosures: Annex 1 and 2 to ORR and Army only.

- (A) Transfer of check points on the Berlin Outer Freight Ring (5 pages)
- (B) Switch shop at RAW Brandenburg - West (1 diagram) (1 page)

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